

SPRING OVERCOATS

IN
GREAT VARIETY.
DEVLIN & CO.,
Broadway and Chambers St.,
STEWART BUILDING.

the Hartford and Connecticut Western Railroad, and the Springfield and Massachusetts Railroad will be merged into one company, with a capital of \$8,000,000. A charter was granted by the Delaware Legislature last week that will admit of the consolidation being made. The consolidation will take place about June 1, by which time it is expected that all

to ENLARGE THE C. H. & D. SYSTEM.

Cincinnati, March 18.—The Enquirer this morning says: "A new scheme of railroad consolidation is in progress of development, in which the Cincinnati, Hamilton and Dayton plays the leading part. A meeting of the directors of the latter part of the road, Sidney Dillon and Henry L. Taylor, of New York, were present. On Saturday night Mr. S. R. Callaway, president of the Toledo, St. Louis and Kansas City Railway, arrived here from New-York; also Mr. G. Woodford, vice-president and general manager of the Wheeling and Lake Erie, and these gentlemen, with Eugene Zimmerman, president of the Dayton, Fort Wayne and Chicago; C. C. Walte, general manager of the Cincinnati, Hamilton and Dayton, and others, will inspect the Dayton and Hamilton roads. The plan is to take into the consolidation the Cincinnati, Hamilton and Dayton system with 324 miles running from Cincinnati to Toledo and to Indianapolis, with several branches; the Toledo, St. Louis and Kansas City with 450 miles running from Toledo to East St. Louis; the Wheeling and Lake Erie, extending from Toledo to Boweston, 175 miles, with a twelve-mile branch from Norwalk Junction to Huron, Ohio, and an extension from Boweston to Waukegan, by way of Chicago."

to a total of 237 miles. The fourth line is the Dayton, Fort Wayne and Chicago, with 256 miles, the main trunk line running from Dayton to Ironton, Ohio, and thence to Chicago division from Dayton to Delphos, Ohio, where it connects with the Toledo, St. Louis and Kansas City road. The plan contemplates the building of about forty miles of road between Dayton and Kansas City road, which will give a through line from Cincinnati to St. Louis. The Chicago division of the Dayton, Fort Wayne and Chicago road, now narrow gauge, is to be made standard.

SENATOR SHERMAN IN A TEST SUIT FOR TAXES.

Mansfield, Ohio, March 18.—Senator Sherman was made a defendant this afternoon when the County Treasurer began two actions against him for unpaid railroad stock taxes. The first case is for \$7,343.12 due on his personal stock since 1882, and the other is for \$13,515.75, taxes due since 1888 on stock held by him as trustee. The property is listed in the name of the Erie Railroad, which is the subject of a recent decision of the Supreme Court is made taxable the same as any other stock. The Senator argues that the stock should be decided against him, but he has failed to do so.

MISCELLANEOUS RAILROAD INTELLIGENCE.
Philadelphia, March 18 (Special).—The Pennsylvania Railroad will construct a new line between Van Epps, Va., and Geneva, N. Y., which will parallel the Geneva, Tuscarora and Delaware Rivers. The new line will be 100 miles long, and the belief is that the charter for the new road was taken out to facilitate arrangements which the Lehigh Valley is now making in connection with its projected lines across New-York State. The Geneva, Ileana and Sayre road will be reorganized and placed on a firm financial basis, as it will become part of the through line to the lakes to New-York City. It is expected that the new line will be completed by November 22. See Pennsylvania Railroad, Geneva and Buffalo.

The committee appointed by A. Loden Snowden to nominate candidates for directors of the Pennsylvania Railroad Company to hold office at the present board election will be reorganized and placed on a firm financial basis, as it will become part of the through line to the lakes to New-York City. It is expected that the new line will be completed by November 22. See Pennsylvania Railroad, Geneva and Buffalo.

The report that the South Mountain Railroad scheme was to be revived was confirmed today by several of the best informed railroad men in the city. The C. & M. & O. will acquire the same, the construction of an air-line railroad from Hartsburg to Portland, on the Delaware River, where connections will be made with a road running across the Pennsylvania Bridge. W. G. Mansueti, vice president of the Pennsylvania Bridge, said that the wealthy Boston capitalist who became interested in the work will carry it through.

Chicago, March 18.—The Chicago, Burlington and Quincy has taken off a number of its local passenger trains in Illinois and Iowa, reducing its service local trains in Illinois and Iowa.

The Chicago, Burlington and Quincy has decided to discontinue the

running on Sunday of trains Nos. 5 and 6, between Chicago and Central Bluff. These changes are made in the interest of economy, the company having adopted a policy of retrenchment with a view to retrieving a portion of the losses of the past year.

Augusta, Me., March 18 (Special).—Among the special features which the Maine Central Railroad Company will offer the coming season will be a quickening up of the time of trains between Boston and important Maine points, like Bangor, Bar Harbor and Portland, and Canadian cities. The most far-reaching scheme will be the establishment of a through sleeper between Chicago

and Har Harbor, via Niagara Falls.

Harrisburg, Penn., March 18.—A charter was granted at the State Department to-day to the Forest City and State Line Railroad Company, capital stock of \$1,080,000. This line will be twenty-eight miles long and extend from Forest City, Susquehanna County, to the Delaware River at a point in Wayne County, opposite Hancock, to the State of New-York. The president is William H. Richmond, of Scranton.

Boston, March 18 (Special).—The earnings and expenses of the Atchafon, Topeka and Santa Fe system for January last will be made public to-morrow. The gross earnings were \$78,824.45, the expenses, \$1,456,174.72.

income, exclusive of taxes and rentals, \$378,558.94. The net income from roads jointly owned with other roads, was \$9,424.94, making the grand total of net earnings for January 1889 \$387,913.88. As compared with January, 1888, the net earnings show a net increase of \$73,770.68. The net earnings per mile in 1888 were \$49.70. In 1889 they were \$45.52, an increase of \$4.82 per mile.

Baltimore, March 18 (Special).—It is stated on good authority that Theodore M. King will be elected a Vice-President of the Baltimore and Ohio Company at the meeting of the directors on Wednesday. He will probably have control of the eastern division of the Baltimore and Ohio system, including the Philadelphia and New-York lines. Vice-President Lord will take up his headquarters in New York.

TO HAVE NEW LAWS PUBLISHED IN THE PAPER.
Dover, March 13 (Special).—The newspaper publishers of the State held a meeting here this afternoon, which had for its object the preparation of a bill to be presented to the Assembly asking that at least the more important laws of the State should be published in certain newspapers. There were present: G. W. Edwards, of "The Evening Journal" of Wilmington; J. B. Bell, "Sunday Star," Wilmington; Charles Bowman, "Newark Leader;" Caleb Freeman, "Middletown New Era;" B. Taylor, "Synnora Record;" J. D. Haffner, "Synnora Times;" J. E. Salsburg, of Dover; G. W. Hyson, of "Mifflord News;" and C. C. General Theodore Townsend, of "Mifflord News."

Disarming an Unseen Foe.

"This was sometime a paradox," as Hamlet says. Since, however, the people of America and other lands have been enabled to pit Hostetler's Stomach Tablets against that unseen foe, malaria, it is no longer a paradox, but an easy possibility. Wherever malaria evolves H. S. T. is ready to meet it. It is a deadly, unwholesome misty venom to poison the air, and is deadly, in the very

stronghold of miasma, is the auxiliary potent to disarm the foe and assure efficient protection. Fever and ague, bilious remittent, dumb ague and ague cake, no matter how tenaciously they have fastened their clutch on the system, are first forced to relax their grasp and eventually

to abandon it altogether. But it is its preventive force that should chiefly recommend the Bitters to persons dwelling in malarial-cursed localities, for it is a certain bulwark of defence against which the enemy is powerless. Cures, likewise, dyspepsia, rheumatism, kidney and bilious ailments.

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